PROPERTY
OF
LT. RUSSELL B WITTE JR.

1st ORDER
Zone 2 Time 140

Inst 10 + 1:10

ATG-25A

Inst
1:08

323

60

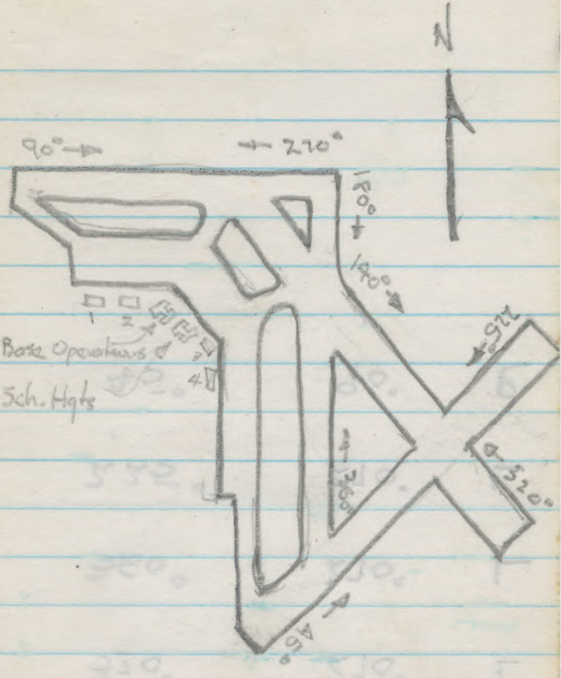
C.S. Wilbarn 1st Lt

325 Hefflin 7 00 - 915 40P
35 x

323 Melody

930 - 1030 60 Harris

1045 1145 60 Hefflin


N
90°
270°
180°
140°
225°
320°
360°
45°
1
2
3
4
Base Operations
Sch. Hqts

LAND	TAKE-OFF	Traffi
90°	140°	R
320°	270°	L
360°	270°	L
225°	270°	L
45°	90°	R

AT - 17

Gas operations

1. Gas selector valve on "Both" Engines

2. Start on Left

3. Never let gas in any tank get below 30 gal

Props in High

4. Start Battry switch

[illegible] start Mag switch

Check Mags with Cross feed off Alt 205

Also check Voltmeters

5. Take off full low pitch

Tighten - Friction Brake

Lock Tail wheel

Landing - Loosen Friction Brake on Throttle

Fullest Tank

Pattern @ 1200'
120 mph

Dont taxie with brakes
Befor taxing turn
cross feed on

REPEAT OUT LOUD
Props Forward (low)
Flaps up
Tabs Set
Tail wheel locked

Take off
wheels Manifold Pres.
RPM tabs

Tower 5GB from 392
Take off i.A.
Landing
on ramp

Tg Sq 1 Flt B Element 2

Lt Francis Kearney

0-437816

5
5D
2-C-1 SP T

TRANS — 1
INSTRU — 2
DAY NAV. — 3
NIGHT LOCAL — 4
NIGHT NAV. — 5
BOMBING — 6
FORMATION — 7
NIGHT FORM — 8

AT-17
AT-6
Dual - Red
Solo - Blue
←→
AT-9
Dual - Brown
Solo - Green
→
A-29 -
orange

TAKEOFF PROCEEDURE

H - Hydraulics & Electric FLAPS
T - Trim
M - Mixture
P - Pitch

C - Carburetor Heat
G - Gas
E - Engine Run-up
T - Tail Wheel Locked

LANDING PROCEEDURE

G - Gas
U - Undercarriage
M - Mixture
P - Pitch

SINGLE ENGINE PROCEDURE

Pitch
Throttles
Bad Engine
Good Engine
Trim ✓
Pumps
Trouble Search
Gas

Fox – ½ bank off [illegible]
Chase home body off
For [illegible]

1/13 - 25" Full Low
Pitch

Climb 110 mph
25"
2600 RPM

Cruise 20"
1950 RPM

Range 330
✓

Tower [illegible]5-50
32902

[illegible]

Flying the airways:
0° - 180° odd + 500'
180° - 360° Even + 500'

Airway traffic priority,
G - Green - A[illegible] OFF
A - Amber - Traffic
R - Red - SW - Even
B - Blue - NE Odd
O - Other going the Airway

when flying these traffic that has priority go up 500' [illegible] [illegible]

Alt 128'

Fly pattern at 700'

[illegible] [illegible] [illegible] of

the field.

Make regular 45° approach

down-wind leg

& power approach

DRAGGING FIELD or RR STATION

1. Circle field or Sta @ 1500' + note any high obstructions.

2. Drag it in low pitch, 110 mph & 20° flaps,

120 gal of gas or approx 4 hrs + of flying –

23 gal per hour @ Cruising approx 130 mph A.S.

Fuel:
Take off on Rt. Fly Left
Switch L to Rt every hour or switch on different basis

	→	←
[illegible] – [illegible]	359°	5°
Lorette – St. Quebec	4°	14°
[illegible] – [illegible]	15°	25°

True Course

Var = 7° E

clean

Gal. Arc 3pts ETA ATS

Arc Eld 1pt

E Ge. 3pts

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 110 [illegible]

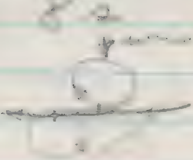
[illegible] 90 [illegible]

[illegible]

Elementary 8-2

[illegible]

[illegible]



Cruising speed

Dual 600

solo Joe!

INSTRUMENT

1, 2, 3 Method

1. Needle – rudder
2. Ball — Aileron
3. Airspeed Elevator
4. T[illegible] [illegible]
5. Altitude – Throttle

20° flaps
Glide @ 70 mph pwr off
Climb @ 100 mph
2100 RPM +

Turns – [illegible]

Std. Turn – 1 needle width (20°)
150° = 1 min

Double Rate Turn = 2 needle width (40°
180° = 30"

Degrees of turn / 3 = sec of std. turn

1. Make all movements and corrections slowly because of lag in instruments.
2. Relax & let seat down all the way.
3. Hold stick where it feels best lightly with both hands unless left hand is free.
4. Dont over-control, use 1, 2, 3 system & make corrections slight, check other insts. Headback.

PROCEDURES UNDER HOOD

1. Launch will take place to
1000' under hood
2. 2000' be ready to take
over - Shake stick &
plane is yours
3. 2000 - 3000 climb
st ahead - trim ship
for std. climb - check
stabilizer
4. 3000' - start a std.
climb to left to 4000'
5. 4000' roll into std. rt.
turn to 5000'
6. 5000' level off change
prop pitch, stabilizer etc

7. Level flight @ 5000'
Stay there

NORMAL GLIDE

1. Cut throttle
2. Change prop pitch ([illegible])
3. 20° flaps
4. air speed 90 mph
5. Needle & ball centered

GLIDE RECOVERY

1. Prop Pitch [illegible]
2. Open Throttle
3. Roll up flaps
4. Hold proper attitude
   & center needle & ball.

[illegible] power 50

Climb 30" 100mph 2100 RPM

LEVEL OFF FROM CLIMB

1. Prop pitch back (high)
2. Keep Climb indicator on "Zero" & Check Alt.
3. Adjust Throttle when necessary to Keep RPM on 1850 RPM

STALLS on & off

1. Back steady on stick to slowly decrease airspeed
2. Keep st with rudders (needle)
3. As it stalls - stick forward Pick up speed then back on stick (@ 90 mi)

4. As AS stops increasing (100-110) neutralize stick.
5. Use rate of climb to keep level.

Spiral - Needle in one corner ball in other. Go by Needle.
1. Use full rudder to center needle & stick forward
2. Center needle & ball & back hand on stick as soon as rudders are neutral
3. When air speed stops increasing or decreases push stick in neutral position.
4. Use rate of climb then to keep plane level.

CHANDELLE
Straight
1. Dive to 140 mph
2. Roll in and turn
at [illegible]
3. Continue [illegible] to [illegible]
[illegible]
4. Bank in partial stall

Chandelle left
[illegible] full roll
and [illegible] at middle

Rt. wing [illegible]
[illegible] left [illegible].

Turn into wind

Lizzy "3"

Little wind - On point on bottom.

When moves in - length [illegible] [illegible] shock of [illegible] [illegible]

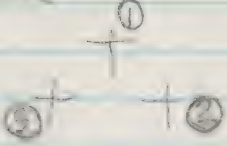
Position start tip of back

Left to art, at middle of lift it - lift practically ended

Both arms undulate smoothly

Formation

1. To keep position spot plane



2. Use throttle all the time & make small corrections

3. Turns - Lead ship banks
Outside man goes up
inside " " down

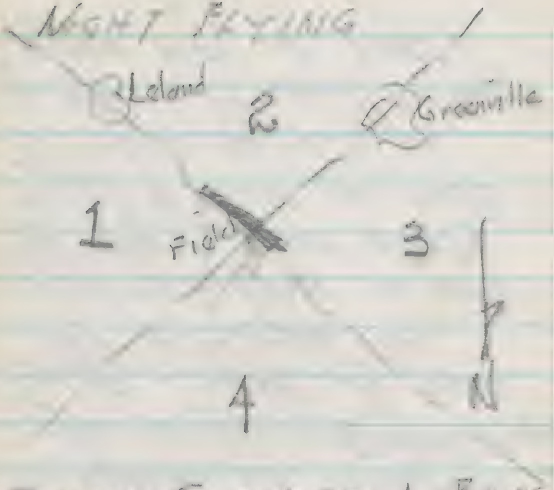
4. Keep eyes on leader at all times.

[illegible]

Signals - [illegible] and

1.

NIGHT FLYING



ZONES STACKED AS FOLLOWS

1300
2300
3300
4300

Circle at alert in zone

1- Check into tower after on taxi runway.

2. Taxi out to take off position

3. Take off & stay below 1000' until in proper zone.

4. Spiral in direction of circling about 110 mph

5. at Proper alt level off & circle in.

6. When time to come in draw near circle tight & close to field

7. When called in peel off and enter base leg at 700'.

8. When on base leg
slow plane down, repeat
" 320 . Prop" & have
Prop in low pitch (forward)

9. Circuit Gear light.
Red - Then either you are
or about to engine.
Green - OK keep going
or cease no.-
white light - disengaged
[illegible]
10. Acknowledge signals by
blinking lights
11. Keep one landing
light on while
taxiing
12. Use 40° flaps

13. Be sure airport is
clear of traf before takeoff

14. Keep Running &
Passing lights on at
all times.

15. Turn on Landing
lights between 200' & 100'

16. Turn Horn off as
soon as ship is under
control.

NIGHT X-COUNTRY

FORMATION SIGNALS

1. Attention: Wobble wings
2. Increase Throttle: Lean forward
3. Decrease Throttle: Lean backward
4. Landing: Wobble rudder
5. Turn: Nod head in direction
6. Engine: Circular motion of fist
7. Prop Pitch: Fist forward or backward
8. Gas Tank: Double fist with thumb [illegible]
9. Stop: Hand up, palm out
10. Go out or in: Palm of hand in direction
11. Break up: Extend & swing arm outward
12. "V" to Echelon: Dip wing on side to go
13. [illegible] " : Dip wing
14. Echelon to "V": Rock wings
15. Loosen up Formation: Fish Tailing

			~~5-5-27~~
[illegible]	[illegible]	~~11 79-5~~	[illegible]
[illegible]	~~8:30~~	~~10:55~~	[illegible]
[illegible]	~~9:10~~	~~11:25~~	[illegible]
[illegible]	~~40~~	~~30~~	[illegible]
[illegible]	[illegible]	[illegible]	~~1180-5~~
~~9:55~~	[illegible]	[illegible]	~~12:05~~
~~10:35~~	[illegible]	[illegible]	~~12:45~~
~~:40~~	[illegible]	[illegible]	~~:40~~
[illegible]	~~1628~~	[illegible]	~~1113 5~~
~~10:20~~	~~8:20~~	~~11:30~~	~~10:30~~
~~10:50~~	~~8:55~~	~~11:50~~	[illegible]
~~:30~~	~~35~~	~~20~~	[illegible]
[illegible]	~~364~~	~~436~~	[illegible]
~~6:20~~	~~1620~~	~~5:25~~	~~10:55~~
~~7:00~~	~~1710~~	~~6:15~~	~~11:45~~
~~:40~~		~~50~~	[illegible]

503 Yc

9:50	10:45
10:10	12:00
1:20	1:30

~~7:00~~
~~8~~
~~4 0~~
~~30~~

103	102
9:30	11:05
11:00	12:30
1:20	1:15

Cum
1P

18 122
13 30
14:30
100

14:30
15:30
1:30
16:05

I 122
14:30
15:30
100

16:30
:25
17:00
16:55
0:55

135
I
15:00
15:50
50

50

130
25
55
2:50

431 F
15:15
16:20
1:05

14:45
15:00
:35

15:15
:55
16:15
:55

Squadron II
✓"Flight "A"
✓

Lt. Collier HF
C.O. ~~Capt. Fulton~~
Ast C.O. ~~'Lt. Fellows~~
Lt. Whitehead

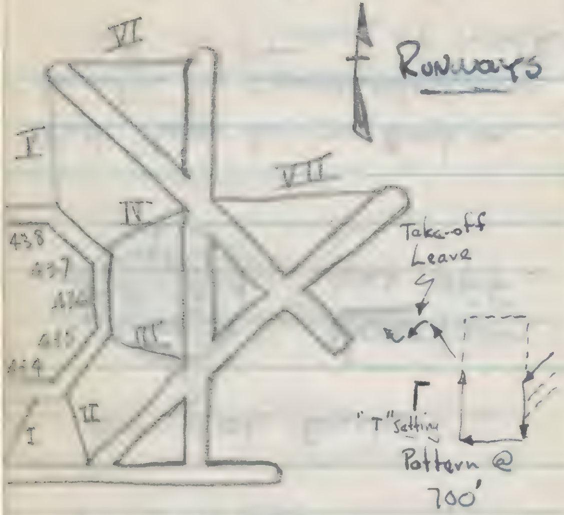
Instructor
2nd Lt. Vollohita, J. S.
0-412682

Conway, R.E. 1st Lt
AI 0-428003

530 5

00-1 AI

Runways



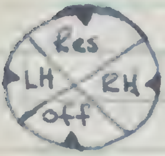
Landing Pattern always away from building area

Takeoff Pattern always 45° away from landing Pattern.

Tank Order :-

Period	Take-off	Fly
1st	RH	LH
2nd	RH	Res
3rd	LH	LH
4th	Res	Res

60 gal. Each



Never turn gas off.

Roll flaps down - Back on handle - counterclockwise
2° = 1 turn of handle

Pre-Takeoff

1. Fasten Safty Belt & Adjust seat.
2. Unlock controls.
3. Lock Brakes & adjust rudder pedals.
4. Check Form 1A and Map Case.
5. Set Altimeter and stabalizer on Zero
   and cage gyro instruments.
6. Select proper gas tank & check contents
7. (a) Crack throttle 1/2 inch.
   (b) Set Mixture Control on Full Rich (Forward)
   (c) Set Prop. for high pitch (back)
8. Turn switch to battery

9. Plug in head set and
   adjust sending nob to "Voice"
   " recieving nob to "Manual"
   until desired volume is obtained
   then onto "Auto"

10. Turn toggle switches to "Both"

and "Interphone"

11(a) Prime engine (rt hand) (4 to 6 cold, 2-4 warm)

(b) Work Wobble pump (left hand)

to maintain fuel pressure of 3#/in² +

(c) Energise (rt. foot)

12. Yell "Clear", & hold stick back

turn switch to "both" and

engage starter.

13. Let engine idle (500-700 RPM)

until Fuel pressure is 60-75 #/in²

and Cyl. Head Temp 100°C

then put prop into low pitch (forward)

14. Rev. engine to 1500 RPM and

Check Mag's (Left then Rt)

15. Check into tower as follows:

With Inter-Rad switch on "Radio"

"P71 from 1187 [illegible]
Zone 4'
gas - Rt tank 60 gal.
Left tank 40 gal.
Taking off on Rt tank, flying on Res. tank
Altimeter zero, Stabilizer zero
Go AHEAD"

"Roger" or "Willco"

P71 from ship No.
out solo
Go Ahead

1155

170 MP — [illegible]

To Stop Plane

1. Flaps up, stabilizer "0"
2. Rev. engine over 1000 RPM
3. Change pitch from low to high (Back) — taxi in to line
3. Pull back on mixture controls
4. Throttle forward
5. When prop. stops yell "switch off" and turn to battery.
6. Turn Radio + switch off
7. Lock Controls
8. Fill out Form 1. + 1A.

Caution

1. Make no turns with more than 20° flaps -
2. "0" stabilizer immediately after landing

Take Off (forward)

1. Be sure Prop is in Low Pitch
3. Roll down 20° = 10 turns of flaps -
2. Clear Engine - brakes on
stick back, throttle forward
4. Full throttle until plane
leaves ground then ease
back to 2100 RPM @ 90 mph

1000' turn 200' [illegible]

1. Switch gas tanks
2. Roll up flaps (if not rolled)
3. When desired altitude
is reached change prop to
high pitch (hold)

Climbing turns @ 100 mph
low pitch 2100 RPM±
landing lights on [illegible]

Stalls

1. Characteristic off S 30°B

2. NE off RSL 30° P.S.R.

3. NE on RSL 45° Lev. R.

4. Complete on 45° Lev. R.

6. Spin off 30° P.S.R.

I. Characteristic Stall

1. Clear ship (180°) or (2-90°)
2. Cut throttle
3. 30° — Landing Attitude
4. At Stall, freeze on rudders back a little on stick.
5. Let fall off, then stick and throttle forward.
6. Recover in Partial stall.

II N.E. Power Off Stall L&R

1. Clear ship (180° or two 90°.)
2. Cut throttle and keep ship turning in direction of last turn.
3. 30°-landing attitude

4. At first indication of stall, stick & throttle forward [illegible]

5. Straighten plane out then recover with a partial stall banked in same direction as original stall.

6. Cut throttle & repeat stall st ahead

7. Cut throttle and repeat stall in other direction

III. NORMAL & POWERED SLIP

Same as power off only 45° attitude, no throttle change and no partial stall recovery. Recovery off & level.

IV Complete Stall - stick back till the horizon goes vertical.

V Spin

1. Clear plane (180° or two 90°)
2. Cut throttle
3. 30° - landing attitude
4. As plane stall's - full rudder in direction of spin, stick back.
5. Full opposite rudder followed shortly by stick forward.
6. When pressure is felt on rudder ease rudder to neutral along with stick.
7. Full throttle into partial stall -

SPIRALS

Power on 1. Steep Bank
2. Crack throttle
3. 140 mph
4. Continue in Same direction

Power off
1. Cut throttle
2. Steep Bank
3. 110 mph
4. Clear motor & turn in opposite direction every 360°

Forced Landing
1. Pick a field *while* you
2. Change Gas tanks.
3. Prop Pitch low (forward)
4. Flaps (20°) 10 turns
5. Stabilizer (90 mph)
& Wobble pump
6. Open Canopy
7. Establish base leg if
possible.

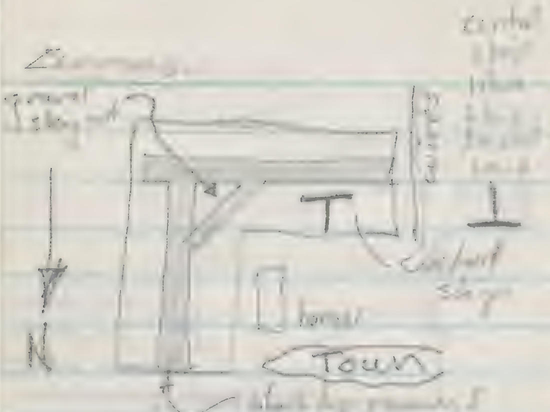
Forced Landing - Cross Country

1. Place of Landing (Location / Type field)
2. Cause
3. Condition of Personnel
4. Condition of Airplane ([illegible])
5. Where pilot can be contacted by telephone

Send in this order

1. Radio
2. Telephone (Call Baker 323) Commanding Off.
3. Telegraph AAFBES, for [illegible] Mn —

Govt Collect



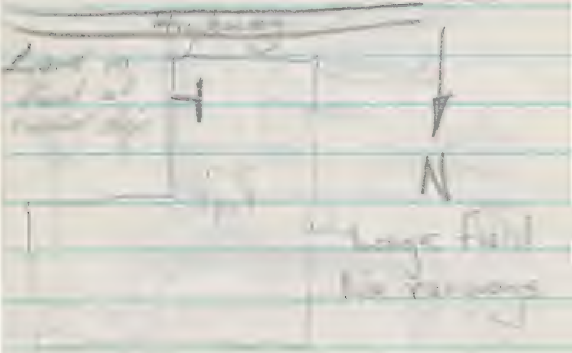
Come in at assigned Alt
Circle field to Left.

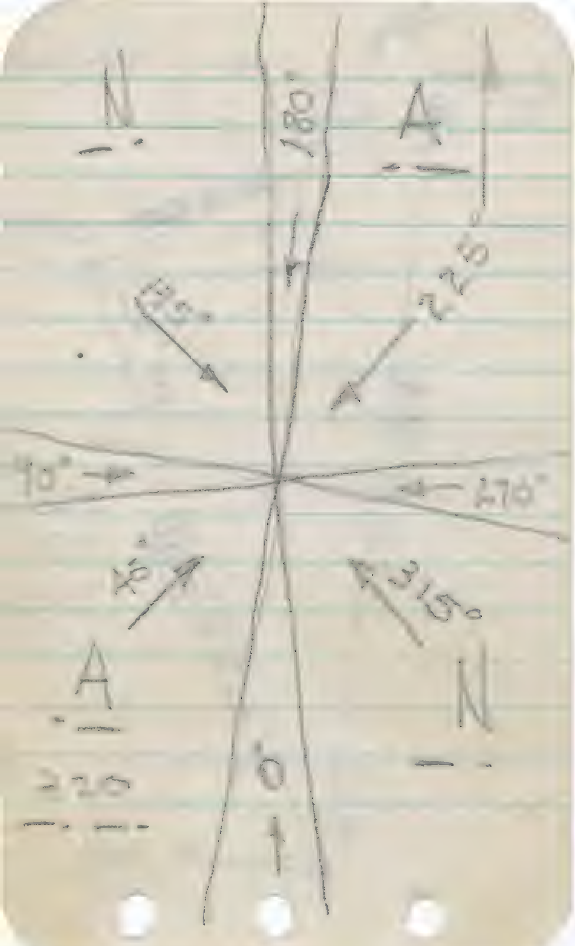
Establish contact
[illegible] Control for Landing.
Wind, Position
Alt
Plan
Receive landing instructions,
Go Ahead

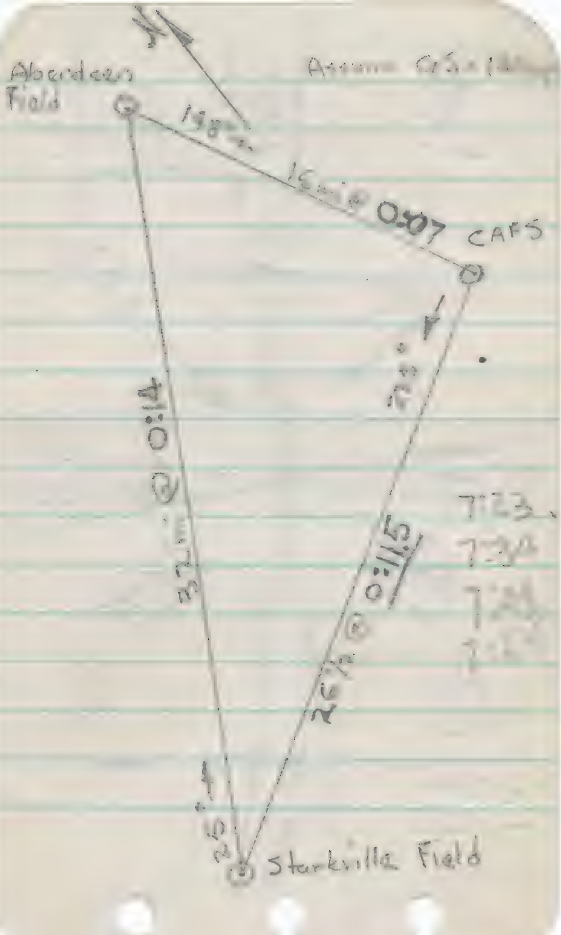
If Ship is known from
across the road field &
if you can't contact
him go on to next field.

Make power grounds

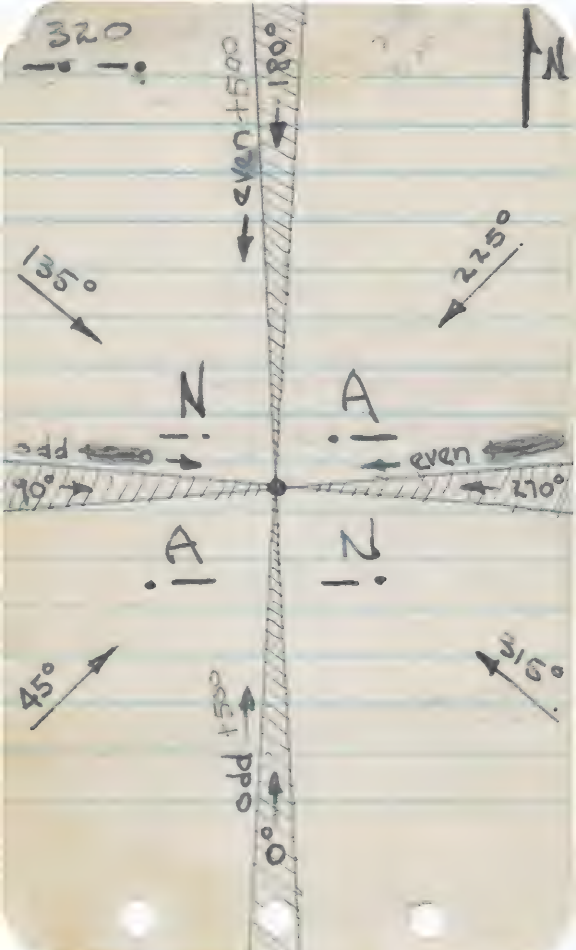
ARCADIA ([illegible])




N
— .
180°
A
. —
225°
135°
90°
270°
45°
315°
A
. —
220
— . — .
0
N
— .


N
Arrive
Aberdeen Field
198°
15 mi @ 0:07
CAFS
26 mi @ 0:11.5
31 mi @ 0:14
Starkville Field

7:23
7:34
7:44


320
—· —·
N
180°
even +500
135°
225°
N
—·
A
·—
odd
even
90°
270°
A
·—
N
—·
45°
315°
odd +500
0°

Gainsville } Control from 502
Go Ahead

* * *

Gainville Control from 502
Lt. Witte from Greenville

Circling over field
@ 1500' ft.

Request Landing Instructions
, go ahead

H 1 + 35

PH from 886, Lt Witte RB.

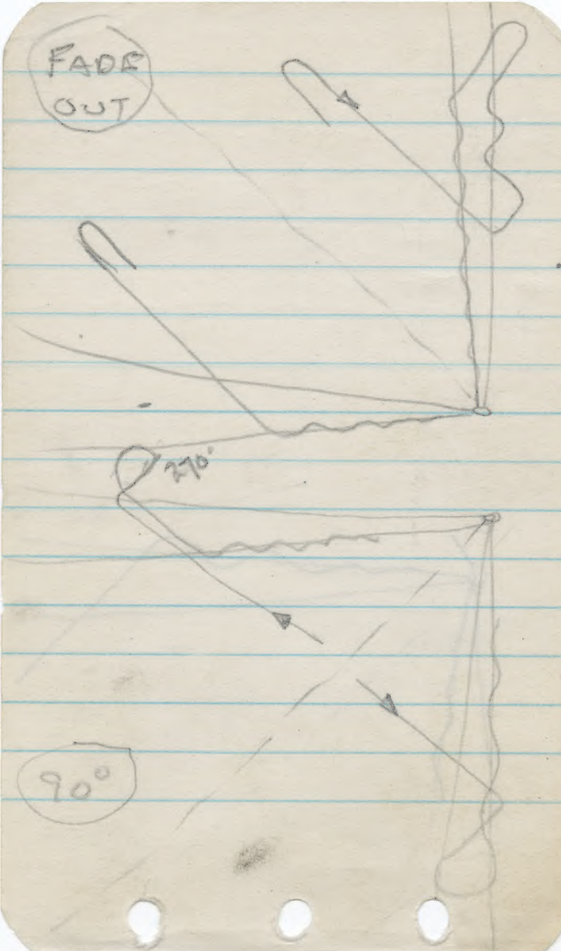
Zone 2

Stabalizer 0", Altimater "0"

60 Gal Left Tank
60 Gal Rt Tank

Taking off on Rt tank
Flying on Left
go Ahead

22:15
1:45
20:30
1:45
22:15


FADE OUT
270°
90°